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August 16, 2012

Ms. Lara Gates  
Project Manager  
City of San Diego  
1222 First Avenue  
San Diego, CA 92101

Reference: Barrio Logan Community Plan - Evaluation of Traffic Noise Levels and Impacts for the Revised Alternative 2 Compared to Alternative 2 (RECON No. 4716)

Dear Ms. Gates:

The purpose of this noise analysis is to determine the differences in noise impacts associated with Alternative 2 and the Revised Alternative 2. The Revised Alternative 2 was developed from Alternative 3 following the scoping for the Program Environmental Impact Report. Commercial and maritime-business stakeholders requested that a second land use plan which included maritime-oriented commercial adjacent to the Port of San Diego lands be analyzed at the same level of detail as the originally proposed land use plan. These uses were then incorporated into a revised land use plan with supporting policies related to the inclusion of maritime-oriented commercial land use designations within the Transition Zone Area, keeping all other aspects of the draft community plan the same. The proposed changes include:

- Replacing Light Industrial with Maritime-Oriented Commercial along Main Street between Sampson Street and 27<sup>th</sup> Street.
- Replacing Light Industrial with Commercial Office along Main Street between Evans Street and Sampson Street.
- Replacing Heavy Commercial with Maritime-Oriented Commercial between Newton Avenue and Main Street from Sampson Street to 26<sup>th</sup> Street, and Boston Avenue and Main Street from 26<sup>th</sup> Street to 27<sup>th</sup> Street.
- Replacing Light Industrial and Neighborhood Commercial between 27<sup>th</sup> Street and just west of 28<sup>th</sup> Street between Main Street and Boston Avenue with Heavy Commercial.
- Replacing Neighborhood Commercial with Heavy Commercial between Boston Avenue and Interstate 5, and 27<sup>th</sup> Street and 28<sup>th</sup> Street.

Based on an assessment of the proposed changes in land use, the primary difference would be associated with traffic generation with negligible differences in noise compatibility between land uses (e.g. Maritime-Oriented Commercial would generate similar noise levels as Light Industrial). Similarly, the changes in land uses are not anticipated to result in changes to noise levels from train activity passing through the area.

Ms. Lara Gates  
Page 2  
August 16, 2012

Traffic for the Revised Alternative 2 was analyzed in the *Addendum to the Traffic Impact Analysis for the Barrio Logan Community Plan Update* (Kimley-Horn 2012). According to the traffic analysis, the Revised Alternative 2 would generate approximately 12,290 fewer daily trips, 2,056 fewer morning peak hour trips, and 1,658 fewer evening peak hour trips. The revised traffic volumes were compared to the traffic volumes under Alternative 2, and the difference in traffic volumes was used to calculate the associated change in noise levels associated with the Revised Alternative 2. The noise levels and differences for each studied segment are provided in Table 1.

Based on the modeling of the revised alternative, the greatest increase in noise levels would be approximately +0.3 dB(A), and the greatest decrease would be approximately 2.0 dB(A). The average change is approximately -0.2 dB(A). Generally, noise levels would be the same or lowered at most locations under the Revised Alternative 2 as compared to Alternative 2. Additionally, the differences, positive and negative, would not be perceivable to average human ear. While the Revised Alternative 2 is not anticipated to result in perceivable differences in noise levels from Alternative 2, impacts would be slightly reduced with the Revised Alternative 2.

The noise analysis for the Barrio Logan Community Plan states significant impacts would occur when noise levels would exceed the established exterior noise threshold for the surrounding land uses and noise levels would increase by 3 dBA or more. Based on the noise levels associated with the Revised Alternative 2, noise impacts would no longer occur at:

- Cesar E. Chavez Parkway (National Avenue to Newton Avenue)
- Main Street (Cesar E. Chavez Parkway to Evans Street)

No new roadway segments would be impacted by the Revised Alternative 2; thus, the Revised Alternative 2 would result in fewer impacts than Alternative 2.

Sincerely,



Bill Maddux  
Senior Technical Specialist

WAM:sjg

#### **References Cited**

Kimley-Horn  
2012 *Addendum to the Traffic Impact Analysis for the Barrio Logan Community Plan Update*. July.

**TABLE 1  
CHANGE IN NOISE LEVEL ASSOCIATED WITH CHANGES BETWEEN ALTERNATIVE 2 AND THE REVISED ALTERNATIVE 2**

Roadway	Segment	Distances to Noise Level Contour (Feet)				
		Alt 2 Noise Level (CNEL)	Alt 2 Rev Noise Level (CNEL)	70 CNEL	65 CNEL	60 CNEL
I-5	North of SR-75	87	87	682	1,470	3,166
	SR-75 to 28 <sup>th</sup> Street	87	87	679	1,463	3,151
	28 <sup>th</sup> Street to SR-15	87	87	642	1,384	2,982
	South of SR-15	87	87	718	1,548	3,335
SR-75	West of I-5	70	70	54	116	249
Cesar E. Chavez Parkway	North of Logan Avenue	65	65	22	48	103
	Logan Avenue to National Avenue	67	67	32	68	148
	National Avenue to Newton Avenue	67	66	29	62	134
	Newton Avenue to Main Street	64	64	19	42	90
	Main Street to Harbor Drive	61	61	12	26	55
Sampson Street	I-5 to National Avenue	63	62	15	32	69
	National Street to Harbor Drive	61	60	11	23	51
26 <sup>th</sup> Street	National Avenue to Main Street	62	62	14	31	66
28 <sup>th</sup> Street	I-5 to Boston Avenue	72	72	70	151	325
	Boston Avenue to Main Street	70	70	53	115	247
	Main Street to Harbor Drive	70	70	53	115	247
32 <sup>nd</sup> Street	I-5 and Wabash Boulevard	68	68	38	82	176
Rigel Street	Dalbergia Street and I-5	55	55	5	11	23
Vesta Street	Dalberiga Street to I-5	61	61	13	28	60
Logan Avenue	17 <sup>th</sup> Street to Sigabee Street	67	67	31	66	142
	Sigsbee Street to Cesar E. Chavez Parkway	69	69	41	89	191
	Cesar E.Chavez Parkway to Sampson Street	64	64	21	45	97

**TABLE 1**  
**CHANGE IN NOISE LEVEL ASSOCIATED WITH CHANGES BETWEEN ALTERNATIVE 2 AND THE REVISED ALTERNATIVE 2**  
**(continued)**

Roadway	Segment	Distances to Noise Level Contour (Feet)				
		Alt 2 Noise Level (CNEL)	Alt 2 Rev Noise Level (CNEL)	70 CNEL	65 CNEL	60 CNEL
National Avenue	16 <sup>th</sup> Street to Sigsbee Street	64	64	21	45	96
	Sigsbee Street to Beardsley Street	64	64	21	45	96
	Breadsley Street to Cesar E. Chavez Parkway	66	65	25	54	116
	Cesar E. Chavez Parkway to Evans Street	63	63	16	35	76
	Evans Street to Sicard Street	63	63	16	34	74
	Sicard Street to 27 <sup>th</sup> Street	63	63	17	36	78
Boston Avenue	29 <sup>th</sup> Street to 30 <sup>th</sup> Street	65	65	24	52	112
	29 <sup>th</sup> Street to 32 <sup>nd</sup> Street	63	62	15	33	72
Main Street	Beardsley Street to Cesar E. Chavez Parkway	64	64	21	44	95
	Cesar E. Chavez Parkway to Evans Street	66	65	25	53	114
	Evans Street to 26 <sup>th</sup> Street	68	67	33	72	155
	26 <sup>th</sup> Street to 28 <sup>th</sup> Street	68	68	38	81	175
	28 <sup>th</sup> Street to 29 <sup>th</sup> Street	69	67	33	72	155
	29 <sup>th</sup> Street to 32 <sup>nd</sup> Street	None	69	46	98	212
	32 <sup>nd</sup> Street to Rigel Street	71	71	56	120	258
	Rigel Street to Siva Street	70	70	47	101	218
	Dalbergia Street to I-5 SB Off-ramp	69	69	43	93	201
Harbor Drive	Beardsley Street to Cesar E. Chavez Parkway	73	73	75	162	350
	Cesar E. Chavez Parkway to Sampson Street	72	72	67	144	310
	Sampson Street to Schley Street	72	72	65	140	303
	Schley Street to 28 <sup>th</sup> Street	71	71	56	120	258
	28 <sup>th</sup> Street to 32 <sup>nd</sup> Street	None	72	69	149	320
	32 <sup>nd</sup> Street to Vesta Street	None	73	76	163	351

Notes: None = No ADT Was provided for Alternative 2 and the segment was not previously analyzed.

I-5 = Interstate 5

SR-15 = State Route 15

SR-75 = State Route 75